

MASON'S



Hongkong Daily Press

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ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

Sir William Crookes

Died on April 5th, 1919.

Author of "The Discovery of the New Elements."

WILL LIVE FOR EVER.

N. LAZARUS

OPHTHALMIC OPTICIAN,
14, Queen's Road Central, HONGKONG.

No. 19,491. 號一十九百四千九萬一第 日九初月十年申庚

HONGKONG, THURSDAY, NOVEMBER 18TH, 1920. 四拜禮 號八十月一十年九國民華中. PRICE, \$3 PER MONTH.

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NOMINAL VALUE 100 Francs.

PRICE OF ISSUE 100 Francs.

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First instalment due on 16th June, 1921.

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Interest payable twice yearly, on June 16th
and December 16th.

First coupon due on June 16th, 1921.
Applications will be received from October 20th,
up to November 25th by the—

RUSSO-ABATI BANK.

R. RODGERS,

Manager.

Hongkong, October 14th, 1920.

1920

NEW FRENCH GOVERN- MENT LOAN 6%

Not Redeemable

PRICE OF ISSUE 100 FRANCS.

INTEREST payable twice a year on 16th
June and 16th December; first semi-annual
interest to be paid on 16th June, 1921.

Applications will be received by the BANQUE
DE L'INDO-CHINE from the 20th October,
up to the 25th November next.

BANQUE DE L'INDO-CHINE,

T. MARSON,

Acting Manager.

Hongkong, October 14th, 1920.

REPRISALS IN IRELAND.

LORD MORLEY'S REPROOF
COERCION AND CIVIL WAR.

Lord Morley recently wrote to the
Times:—A well-equipped American public
not long since approved an English politi-
cian and man of letters for "that powerful
sanity, that patient tolerance of durable
fact" which is a clue to a temper of sound
structural politics. There have not been
many moments when our structural politics
were in sharper need of powerful sanity.
Short views have been the curse of Eng-
land's dealings with Ireland, and to-day we
seem to be approaching high water in the
master absurdities of the Irish voyages.
Let us, for once, look ahead, and try a
long view. There seem to be three points
in the case.

First, everybody agrees, from the bewil-
dered Cabinet down to the least unchristian
of Orangemen, that Home Rule of some
sort or other is now inevitable. And no
Second, nobody denies that no sort of Home
Rule can work unless there is good feeling
and good will to make it work, between the
people of Ireland and the people of Great
Britain, and their respective Governments.
Third, it is no secret that the Ministerial
proceedings of to-day are raising new
obstacles and aggravating the old ones to
this good feeling. Observant travellers
assure you that Unionist lawyers, shop-
keepers, and squires are turning, and
with extraordinary force, to Sinn Fein.
One of the southern counties a year ago was
half Sinn Fein. To-day the whole county
is Sinn Fein, and murder has taken the
place of cattle driving. Even steady law
and order counties now use language and
express sentiment not far removed from hate
against England, that beats the worst
vernacular of Clare and Cork.

The enormity to which the policy of re-
prisals has gone is no longer to be con-
cealed. The incidents set forth last week
in the letter in your columns as an English
writer of high standing and high repute, from
one of the southern counties a year ago was
half Sinn Fein. To-day the whole county
is Sinn Fein, and murder has taken the
place of cattle driving. Even steady law
and order counties now use language and
express sentiment not far removed from hate
against England, that beats the worst
vernacular of Clare and Cork.

It is true that an eminent writer of our
own has assured the world that the trouble
is in the dissensions within Ireland itself,
not in any want of good will on England's
part. But the doctrine of the high flying
ultras in Ireland is practised in boldly
assumed independence of English opinion.
They are often heard to speak as if the
Lancashire Regiment of 1920 would be
like the ferocious of the polling of 1793.
Such people do not understand the changes
of their era; they trust in vain to the
acquiescence of Great Britain in a White
Terror in unfortunate Ireland. Many even
among the responsible have openly stated,
and some are secretly dreaming, that the
true way out lies in the withdrawal of
parliamentary forces and the direct ordering
of Irish government as a still Crown
Colony, without the mark that discloses the
truth. There are more let us look at the view.
When Lord Beaconsfield quitted Downing
street in 1890 he had a farewell interview
with a capable journalist eager to talk of
foreign affairs and all their embarrass-
ments. The departing Prime Minister would
not go beyond one single word—"Ireland."
Then Forster, no coward, tried his hand at
coercion, but before many weeks the Queen
learned that the country was undoubtedly
refractory to coercion. Forster withdrew.
The atrocity at the Phoenix Park gave new
and terrible point for yet stronger coercion.
After three or four years Spence was recalled
home on the fall of the Cabinet on other
grounds. A special banquet was organized
to pay him grateful recognition, but it was
noted that the two Radical leaders, with
greater significance, absented themselves.
Some eminent Ministers in the new Govern-
ment scandalized their followers by conces-
sions to Irish misdeeds. The ebb of
coercion was as remarkable as its flow. The
new Conservative Government surprised Dublin
Castle, so far as Dublin Castle is susceptible
of surprise, by undignified language in the
Parliamentary direction. Lord Salisbury could
not stand it, and at Mr. Gladstone's visit it
fell to me to come next for a short space
in the procession of Irish governors. I
had a prompt and hasty dose from the
region where they usually claim to be the
most intelligent persons in all Ireland. The
story spread like wildfire that the new Irish
Secretary had specially imported "extra
police," with express orders to shoot down
Protestants, and was openly credited by
persons of sound reputation with the crazy
allegation of "Morley's murderers." In
vain they were reminded that the Statute
Irish Secretary must have had as active
confederates in his Bartholomew plot the
Lord Lieutenant, the Under-Secretary, the
Inspector-General, most of the officers in
command of constabulary squads—all of
them Protestants of deserved and undeniable
orthodoxy. Then coercion had its golden
chance in Mr. Balfour, who was Irish Sec-
retary for several years, and carried well-
earned laurels. They slowly faded; a Gen-
eral Election came after he had been Prime
Minister for a couple of years, and he was
deposed—at that General Election, while
the insurrectionary forces, amoulding or
abating, were where they had always been.

Here is the intractable, perhaps irrepara-
ble dilemma. You are committed to a
great enlargement of Irish autonomy, and
it is dependent for most moderate success
upon at least a decent mutual understand-
ing. The strong mind of Sir Edward Carson
(Continued at foot of next column.)

NATIONALITY PROBLEMS.

MR. BALFOUR AND THE PEACE
TREATIES.

Mr. Balfour, presiding at the Inter-
national Congress of Philosophy at Oxford
recently summed up an interesting discus-
sion on the "Problem of Nationality." Criticism, he said, had been directed
against the undue prominence which, it was
alleged, had been given in the Peace
Treaties to the idea of nationality in re-
constituting the map of Europe. He
agreed that it was possible to talk about
the principle of nationality in language
of absurd exaggeration, as if it were an
eternal and immutable principle which had
always governed the constitution of human
society, and as if the only problem that
lay before statesmen was to see that the
principle of nationality was carried out in
the case of every civilized and uncivilized
community. That was doing an injustice
to the statesmen who had to deal with the
tremendous problems that came before
them. The world was complaining of the
length of time it had taken to arrange
these treaties. Nationality, he took it, was
one of the methods which, in the gradual
evolution of civilisation, humanity had
found for doing that which was absolutely
necessary, that being to act in some cor-
porate capacity.

THE PRINCIPLE.

The principle of nationality in its present
full sense and to its present extent was of
rather late growth. It was only relatively
recently that it had reached its present
development. One of the most interesting
historical states he could imagine was that
of contemplating the development out of
a feudal society of a nationality society.
He agreed that they could not apply the
principle of nationality as if it was a
mathematical principle to be explained;
to be applied throughout the whole realm
of nature; not to be changed as civilisation
changed, but to remain the eternal measure
and method by which human society was
constituted. What they could say of na-
tionality was this: It did level itself to
modern developments. It lent itself
more than any other system to all the com-
plex interests of a very highly complex
modern community. He would go further.
He thought it was of all forms of produc-
ing human co-operation the one that lent
itself best to democratic development. He
was inclined to believe that full democratic
constitution was by far the best for modern
homogeneous society, and that the best way
of getting that was through the principle
as far as they could develop it, of na-
tionality. The basis of that principle lay,
of course, with the people who had a com-
mon sense of nationality, in whom it was
developed, and who could easily and with-
out internal friction work together as one
community. That was the object of it, and
in so far as it had produced this result, it
was admirable.

But there was another side to it, which
people were bound to remember. They
could not make the frontier of States to
represent precisely what they wished.
There were, for example, as those who had
to deal with these treaties knew, what might
be described as "islands" of alien popula-
tion, like plums in a pudding, in the very
middle of another population. It was
evident they could not be given a separate
national existence; it was out of the ques-
tion. They were sections of a population
who, either for a geographical reason, or
for any other, found themselves members
of a nation which they chose to regard
as linguistic or racial or religious, or any
other reason, being alien to them; but
it was their duty to regard them as
their natural feeling of nationality must
be subordinated to the greater whole. That
was a duty which people forgot, and it was
not to the credit of any politician or states-
man or legal man that he worked on this
mass of nationality to produce division.
The proper use of the feeling of nationality
was to produce union.

must have reached the applicable and too
relevant truth of the wisest and the greatest
of his countrymen that "to criminate and
to recriminate was never yet the road to
reconciliation in any differences among
men." Coercion, let us remember, is a very
different thing as applied to civil law and
civil justice and here it is the name for
military conflict that are coming by scale
and expansion in the sense of war.
Coercion is a rather a vague, conventional,
and mechanical word for an army of occupa-
tion. Those of us who look back upon the
strange new life of Irish things for the
last generation cannot but note that the
movement of British opinion has brought us
to a momentous turn.

It is the worst fatuity to forget among
obvious and central truths that the long spell
of coercion that Ministers seem to con-
template means a whole generation born and
brought up in an association, bitterly hostile
to England. In Cromwell's ever-memorable
words, "The mind is the man." What sort
of "mind is the man" are prepared for
Irishmen by the shortsighted ultras who to-
day are understood to talk of completing
Oliver's half-done work. The Victory may
easily muster military force enough to make
sure of pretty speedy conquest, though it
is to be hoped that the portion of the force
will be taken from the brave Irish soldiers
who fought under his command in France.
Well may your able Dublin correspondent
forewarn us that the policy of reprisals
would prove worse and darker in all its
prolonged ulterior results than the dire
malady itself. This is the most cogent of
all the drawbacks. We may sympathize or
dislike, but it is folly to forget that the
heart of Nationalist Ireland is tenuous.
However, we may differ as to the utility
of coercion to law and order, there is on
the other hand no question of its bearing
on our national credit and character—in
India, for instance, where in these feverish
days the standing common impression of our
devotion to the sovereign principle of justice
and equal law is a living asset of British
power. Say what we will, it is no better
than a commonplace to realize that resort
to a policy of exceptional repression must
be counted, so far as it goes, an admission
of failure and a mark of weakness, not of
abiding strength.—Yours faithfully,
MORLEY OF B.

October 3rd.

BATTLE MEMORIALS.

REGIMENTAL PROJECTS AT HOME
AND ABROAD.

A return of the Battle Exploit Memorials
Committee, summarised in *The Times* of
August 9th, showed that 140 claims for the
erection of battlefield memorials had been
registered in nine different countries. It
was pointed out that in some cases bat-
talions, brigades, and divisions had decided
to combine in a general memorial.
Inquiry addressed to the various regi-
mental headquarters leads to the conclusion
that the memorials undertaken for the
perpetuation on the spot of the deeds
of particular regiments or battalions are
comparatively few. In many instances the
matter is still under consideration. One of
these is the Guards, the committee of whose
memorial fund has the question in hand.
In other instances attention is concentrated
on memorials at the depots or in neigh-
bouring churches. Local memorials, whether
small or extensive, often seem a bur-
den against those of the battlefield; and
it is perhaps natural that a regiment should
aim first at securing its fame at home.

HIGHLANDERS.

The Seaforth Highlanders' Association
hopes to raise £50,000 (of which £30,000 is
in hand) to commemorate the 50,000 men
of all ranks who served in the regiment,
the 8,000 killed, and the large number of
wounded. The appeal and the principles
underlying it illustrate what has to be more
or less generally remembered in the disposal
of funds. The weight of opinion here favours
assistance to those who have suffered
in the war and their dependents rather
than the erection of monuments. In the
regimental district, which comprises one-
fourth of the area of Scotland and includes
no town of more than 10,000 inhabitants,
parish monuments or mural tablets have
been strongly supported, and there is little
enthusiasm for anything overseas unlikely
to be seen by the country people. The two
objects placed first in the appeal are there-
fore a comprehensive scheme of grants in
aid to supplement existing war funds for
the next 40 years, and a subscription to
the Scottish National Memorial at Edin-
burgh Castle, the third object in the pre-
vision of regimental memorials, in the form
of an Iona cross, at the Point du Jour,
Ymir Ridge, and on a site to be selected
in the regimental district.

On behalf of the Gordon Highlanders a
meeting has been held at Aberdeen, and
has decided on the erection of a memorial
club in the town, as a rest-home for non-
commissioned officers and men at a cost of
£40,000. The Cameronians' memorial will also
take the form of endowment of some insti-
tution, and of contribution to the Scottish
National Memorial. As a large sum is
required for these purposes, the question of
a battlefield memorial resolves itself into
one of money. The Royal Scots, again,
were so intimately connected with all fronts
that, after much discussion, it has been
decided to centralise and make the
regimental memorial in Edinburgh, the
heart of the regimental district, and not
to contemplate the erection of a battlefield
memorial. With regard to the
Cameronians (Scottish Rifles) a scheme is
being considered for a monument on the
battlefield of Neuve Chapelle, where the
2nd Battalion was almost annihilated in
March, 1915.

ENGLISH REGIMENTAL PLANS.

The Loyal North Lancashire Regiment
has raised a fund for a memorial in granite
or other stone on the banks of the Aine
near Verdennes. Memorials of the South
Lancashire Regiment will be embodied in
the divisional memorials; the 5th (D) Bat-
talion in that of the 55th Division; the 6th
(S) Battalion in the 13th Division obelisk
on the Dials river, close to Table Mount-
ain; the 7th (S) Battalion in three monu-
ments being erected by the 15th Division
at La Boisselle, Wytschaete, and Montagne
de Bligny; the 8th (S) Battalion in the
memorial to the officers and other ranks
of the 66th Infantry Brigade who fell in
the attack on the "P" ridge, near
Doban, Macedonia, on September 19th,
1918.

The officers of the 4th Dragoon Guards
have decided not to erect a special memorial
on any battlefield in France or Belgium,
but wish to include the name of the
regiment on monuments which may be built
at Messines, Ypres, the Aisne, Cambrai,
Loos, the Somme, and Amiens. The South
Staffordshire Regiment is helping in the
erection of the monuments of the divisions
in which its battalions served, and does not
for the present propose regimental monu-
ments.

A stone column bearing the regimental
badge with an inscription and the names of
officers and other ranks who fell in the
assault on Fricourt, July 1st, 1916, is
being erected close to the village on behalf
of the 7th (S) Battalion of the Yorkshire
Regiment. The York and Lancaster Regi-
ment will commemorate its 8,144 fallen by
a memorial in Sheffield, with replica in
modified form in the other towns with which
the regiment is identified, by a tablet in
York. Minister in the chapel, where all the
regimental colours are deposited; and by
a memorial on the site allotted to the Ypres
Memorial Board. To the last handsome sums
have already been received.

An old officer of the 1st Battalion, Mon-
mouth Regiment, whose son was killed on
May 8th, 1915, in the second Battle of
Ypres, has negotiated the purchase of the
land on which the battalion fought on that
day with the 25th Division, and it is pro-
posed to put up there a monument to the
21 officers and 437 men who fell.

The Gloucestershire Regiment is erecting
a plain stone obelisk 25ft. high on the Ypres-
Menin Road near Hooge, opposite to what
is now the tramway halt, "Cimetière des
Tankers." The obelisk will bear the regi-
mental badge, names of the principal
actions in which the battalions of the regi-
ment were engaged, and the inscription,
"In memory of all ranks of the Gloucestershire
Regiment who fought and fell in the
campaigns of 1914 to 1918." The history
of this scheme is rather curious. Proposals
for the memorial were made in June, 1919,
and the approval of the War Office was
received in October. Subscriptions to the
amount of £1,650 have been collected from
the regiment and those connected with it,
and about 2,250 more is promised. The
surplus after paying for the obelisk is to
be expended on some form of memorial in
Britain or elsewhere in the country; but
till the cost of the former is definitely
settled no progress can be made towards the
latter. Delay is due simply to the difficulty
experienced by the Belgian Government in
deciding the ownership of the proposed site
in Flanders. Meanwhile, owing to the
rising cost of Belgian labour and materials,
the contract price has appreciated by 25
per cent. since the original agreement was
entered into.

(Continued at foot of next column.)

THE EX-KAISER.

ERZBERGER'S STORY OF THE WAR.

Her Erzberger's reminiscences, which
have appeared, admittedly do not tell the
full story of his war and peace experiences,
remarks the "special correspondent of the
Daily Telegraph," but they throw light on
many points, and among others on the
mentality of the Kaiser. The meeting of
the monarch with the party leaders on July
30th, 1917, after the passing of the Reich-
stag peace resolution and the resignation
of Dr. von Bothmann-Hellweg is described
as follows:—

After the presentation the Kaiser talked
to individual deputies in the adjoining
room, and, first of all, to the present
National President, Ebert. At first general
non-political matters were discussed. It
was only after some time had passed that
a large circle formed round the Kaiser, who
then tramped upon current politics. To the
general astonishment the Kaiser, among
other things, said it was very good that the
Reichstag wished a peace of compromise
suggested. Now, precisely, this very vague
resolution, though it had been strongly re-
commended by the Chief Command, "The word
"compromise," said the Kaiser, "is
splendid," and had been invented by "him,"
here he pointed with his cigarette to the
Vice-Chancellor, Helfferich, who was in
attendance. Compromise would amount to
this, that we should take money, raw mate-
rials, cotton, minerals, and oil out of the
pockets of our enemies, and put them into
our own pockets. "Compromise," he
added, was quite a magnificent word. To
their horror, the members of the majority
parties not only saw that the Kaiser was
not informed as to their wishes, but felt
themselves to be ridiculed by these remarks.
The Kaiser's further observations were in
the same direction. England and America
had made an alliance to strangle with Japan
after the war. He knew positively that
Russia had allied herself with Japan for
a counter-stroke. Further, he declared,
though the present war would not end with
the defeat of England, it would result in
a great understanding with France, and
then, under his leadership, the entire Con-
tinent would begin to work a war which
would be a war against England, and which
he described as a second Punic war.

"Purge or democracy."
The amazement among the deputies rose.
Turning to the battle in the Galicia, which
had taken place a few days earlier, the
Kaiser said that the Guard, under his son
Fritz, had "knocked out of the Russians
the democratic dust from the West," and
he added, "Where the Guard appears there
is no democracy." Addressing himself to
me, he spoke of the increase of the U-boat
war, as to which I had doubts, saying that
off the East Coast of England there was an
area covered with wrecks of ships, that
England would be done for in two or three
months, and that 4,000,000 tons of wheat
were lying ready in Australia, but could
not be fetched. Finally, the Kaiser said, "My
officers report to me that they now never
see a single enemy ship on the high seas."
I replied that in the case it was all the
more remarkable that Admiral's staff
should still announce the sinking of 600,000
tons and more shipping every month. With
a gesture of displeasure, the Kaiser turned
his back upon me. Passing to the question
of canalisation, the Kaiser propounded a
fantastical plan of diverting the Danube
near Cernavoda along Trajan's Wall to the
Black Sea. Then the International Danube
Commission at Bratislava would be left high and
dry.

Erzberger adds that the interview was the
"deepest spade cut at the roots of the old
regime," and that veteran deputies, who
had hitherto refused to consider Parlia-
mentary government, declared openly that
availing that the existing system must lead
Germany to disaster.

CAN SPIRITS TALK?

EDISON'S ATTEMPT TO OBTAIN
SCIENTIFIC PROOF.

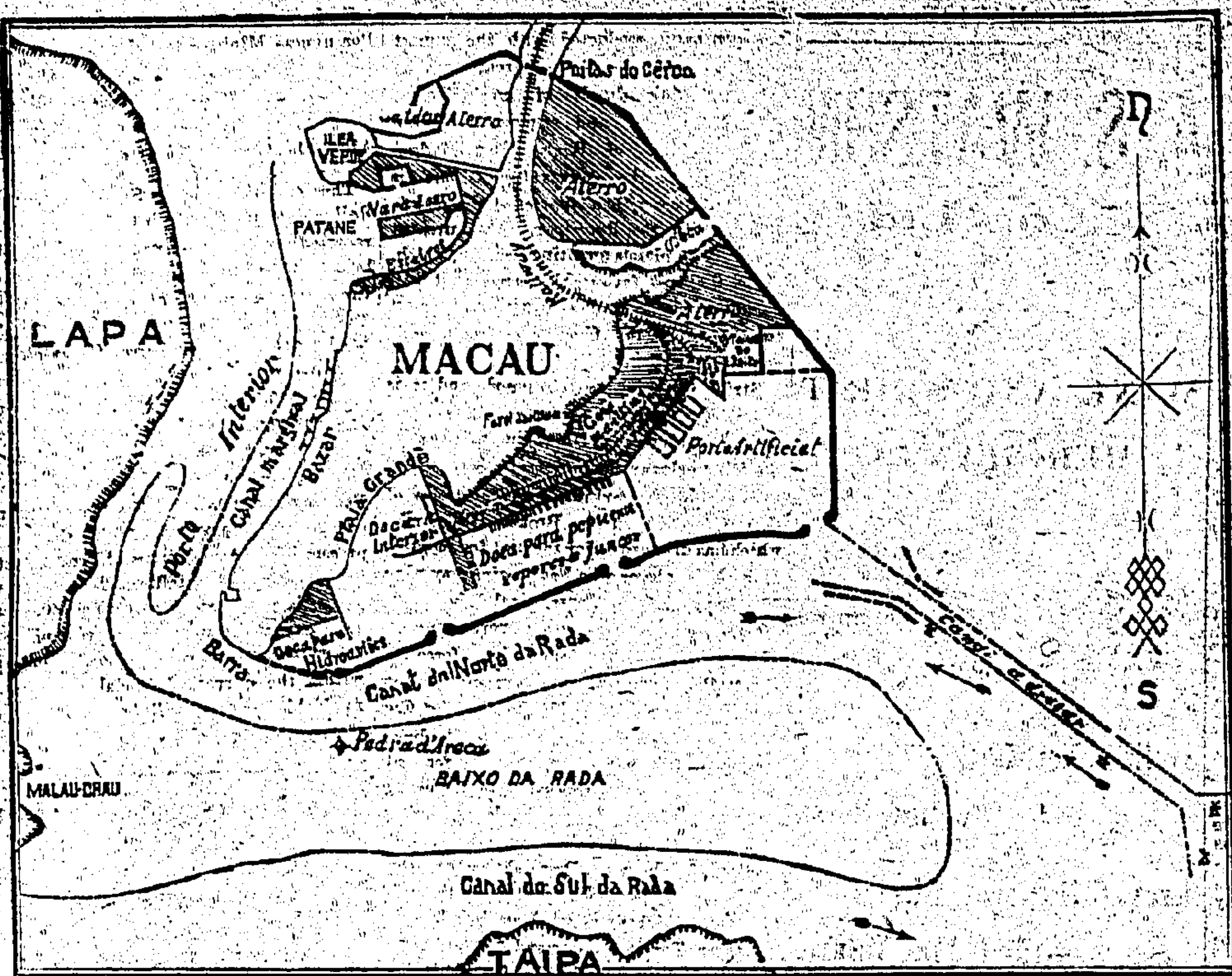
The *Daily Express* New York corre-
spondent writes:—
The question whether spirits exist or
not is to be tested scientifically. Mr.
Edison, the famous inventor, has an-
nounced that he is at present working on
the construction of a machine for the
reception of spirit messages by strictly
mechanical means.

He has made a statement regarding his
views on the subject, which is published
in the current number of the *American
Magazine*. The inventor says:—
"For my part, I am inclined to believe
that our own personality hereafter will
be able to affect matter. If this reasoning
be correct, then, if we can evolve an instru-
ment so delicate as to be affected, or moved,
or manipulated, by our personality as it
survives in the next life, such an instru-
ment, when made available, ought to record
something."

"I have been at work some time build-
ing an apparatus to see if it is possible
for personalities who have left this earth
to communicate with us. If this is ever
accomplished it will not be by occult
mystifying, mysterious, or weird means,
such as is employed by so-called mediums,
but by scientific methods. If what we call
personality exists after death, and that
personality is anxious to communicate
with us who are still in the flesh on this
earth, there are or three kinds of apparatus
which should make communication very
easy."

later. Delay is due simply to the difficulty
experienced by the Belgian Government in
deciding the ownership of the proposed site
in Flanders. Meanwhile, owing to the
rising cost of Belgian labour and materials,
the contract price has appreciated by 25
per cent. since the original agreement was
entered into.

A large brass tablet with the names of
fallen officers and men of the Kent Cyclist
Battalion is being placed in the Garrison
Church at Trowbridge, the battalion's prin-
cipal garrison station during its service in
India.



MACAO HARBOUR PROJECTS

AN EXPENDITURE OF ABOUT TEN MILLION DOLLARS INVOLVED.

WORK ALREADY IN PROGRESS.

The neighbouring Portuguese Colony of Macao is at the present time showing signs of a more progressive spirit in the administration than has been seen in the Colony for half a century or more. We have heard, for many years, of schemes of development with a view to enabling Macao to recover something of the commercial prestige in the Far East that once was hers, but it is only now that these schemes are beginning to take practical shape.

The reader who is at all acquainted with the history of foreign intercourse with China will scarcely need to be told that Macao has been in Portuguese possession since 1557, and that by the first half of the last century it had become a commercial centre of considerable importance. Foreign trade at Canton was confined to the old factories, and the British, American, Dutch and other traders at Canton maintained a close relationship with Macao. Many of these traders resided in the Portuguese Colony for many weeks of the year. The decline in the prosperity of Macao set in as the new British Colony of Hongkong began to develop, and the tonnage of ocean shipping began to steadily increase. Hongkong possesses the inestimable advantage of a magnificent natural harbour, which can be entered at all states of the tide by ships as big as any imagination in the days of the foundation of the Colony could conceive. Macao, on the other hand, has suffered from the steady accumulation of silt from the Canton delta which closes the port against modern ocean-going shipping. The Colonial Government of Macao long ago recognised the need for an extensive scheme of harbour improvement, but the hand of Lisbon lay heavily on the Colony. The Colony was drained of its surplus revenues, the local administration was starved, trade declined, and in the end the local government has had to rely for its revenue very largely on the proceeds of the opium farm and gambling monopolies for Macao long ago became known to Europeans as the "Monte Carlo of the East."

To the credit of a long succession of Portuguese Administrators, it must be said that they have been disappointed with this state of affairs. They have recognised that the existence of the Colony on the proceeds of the opium and gambling monopolies was not only precarious, but hurtful to national pride and repute. They have been anxious to see the Colony recover something of its former prosperity from legitimate commerce, and, recognising the improvement of the harbour to be the factor of primary importance in this effort, successive administrators have cordially recommended it to Lisbon. A detailed plan of a very big scheme was prepared thirty years ago by Senhor Adolpho Loureiro. But the Lisbon authorities relegated the plans to the pigeon-

holes. This did not, however, silence the advocates of the scheme in Macao, and, about eighteen years or so ago, another expert engineer, Senhor Costello Branco, was sent out to Macao to examine the scheme. He made a few amendments to the plan, but his report and plans shared the fate of those of Senhor Loureiro. Then came the great Constitutional change in Portugal, with the promise of a greater measure of autonomy for the Colonies. Macao would seem to have profited to some extent from the change.

Again the need of harbour improvement was pressed, with the result that Admiral Hugo de Lacerda, an acknowledged authority on works of this kind, was sent out to Macao to examine the scheme proposed. Admiral de Lacerda, it may be mentioned, planned and superintended the important harbour works at Lourenco Marques. As a result of his study of the Macao scheme he modified it. The original scheme contemplated only the improvement of the inner harbour. Admiral de Lacerda's scheme, while providing for important work in the inner harbour to make it better fitted for the accommodation of the considerable fleet of junks which trade between Macao and neighbouring ports, and engage in the important local fishing industry, provides, as its main feature, for the creation of a harbour for large vessels in front of the city, as will be seen from the sketch plan we reproduce.

The scheme is now at Lisbon and formal approval of it is confidently expected very shortly. It may be mentioned that any representations from Macao on this subject just now are likely to receive the closest and most sympathetic consideration, owing to the fact that former Administrators of the Colony, intimately acquainted with its circumstances and its needs, are now occupying important official positions in Lisbon. Senhor Manuel da Rocha, who, for several years, was the Colonial Secretary at Macao, and for a short time administered the Government, is now the Minister for the Colonies; Senhor Tavaquima Barbosa, the immediate predecessor of the present Governor of the Colony, is also occupying an important official position, and the fact that the money required for the undertaking is already in the hands of the Macao Government is perhaps the best assurance that the scheme has at length been brought into the realm of practical realities.

THE INNER HARBOUR.

In fact, the work on the portion of the scheme affecting the inner harbour is already in a very advanced state of progress. Over half a million dollars has already been spent on this portion of the work. The new reclamations in the inner harbour, as well as those contemplated in the outer harbour, are represented

ed by the shaded portions on the plan. Owing to trade conditions in Europe following on the war, it has not been possible to get prompt delivery of dredging machinery, and the work is being done largely by Chinese manual labour. The reclamations are extensive and the work gives employment to a considerable number of Chinese, for whose industry and ingenuity Admiral de Lacerda, who is personally superintending the work, has conceived the highest admiration. There is a great deal of quarrying to be done also for the stone required for the building of sea walls. Some substantial sea walls are already in situ, and many thousands of granite blocks, already dressed and numbered, are already on the site of the reclamation, for immediate use. A Decauville railway is used for the transfer of the mud. This line runs right across the neck of the peninsula and the mud excavated in the inner harbour, is being dumped on the other side, near the Barrier, so that the work on the outer harbour may be said to have been already begun. When the work on the inner harbour is completed very excellent anchorage will be afforded for the large junk traffic of the port, and there will be greatly improved facilities for beaming and repairing. The work done on this section of the scheme has already produced a gratifying transformation in this part of the Colony. This section of the scheme will be completed in about eighteen months from now.

THE OUTER HARBOR.

It will be seen that the main feature of the outer Harbour scheme is a protected anchorage which will accommodate vessels drawing up to 23 feet, and a long deep water channel of approach giving a depth of 14 feet at low tide and 23 feet at high tide. Admiral de Lacerda is confident that this channel can be maintained. The mud dredged in the making of the harbour and the channel will go to create an artificial island, surrounded by stone walls, which will be formed roughly just south of the island leading to the inner harbour. Contracts for the building of the moles, and piers of the outer harbour will be let by tender, but the dredging work will be done by the Government, not only because it is considered that it will more economical for the Administration to do the dredging itself, but because necessary equipment for dredging will have to be purchased by the Administration for the maintenance of the channels when they have once been made, and the general dredging operations.

OLD OBSTACLES REMOVED.

The principal difficulties which have hitherto stood in the way of this project have been removed. When reclamation work was begun last year on the inner harbour portion of the scheme, it will be remembered that the Chinese authorities vigorously protested, and a very serious situation arose. Though Macao has been in the possession of the Portuguese since 1557 the territory has never been delimited, and these extensive reclamation works in the inner harbour at once raised the question of the Macao Government's title to make them. The Chinese set up a claim to the area near Green Island which are being converted into a junk anchorage. The claim, on the face of it, was one for which no impartial person could possibly see the slightest justification in the circumstances. The Chinese authorities eventually recognised the rights of the Portuguese authorities over the area concerned, and an agreement was entered into, which cleared up some of the questions which had been the cause of frequent unpleasantness between the Governments of China and Portugal. One of these questions related to the construction of the new harbour at Macao. This agreement has been endorsed by the Government in Peking, so that the Macao Government is enabled to proceed with the scheme without fear of any further trouble arising with China, for the agreement covers the works contemplated in the outer harbour as well as the inner harbour.

MONEY AVAILABLE.

Financially, there is no obstacle to the progress of the undertaking. H.E. the Governor informed the writer that the Government of Macao has on deposit in the Banco Nacional Ultramarino and in the Banks of Hongkong, exclusively reserved for the construction of the new harbour, a sum of nearly nine million dollars—an amount deemed to be sufficient to complete the scheme; and His Excellency added that he expected its completion within the next three years.

TRADE POSSIBILITIES.

Given the harbour, where is the trade coming from to make the undertaking worth while? When this question was put to a Portuguese resident of Macao, he replied by asking: "Where does the trade of Hongkong come from? Not from Hongkong itself, which is purely a distributing centre." In the interview which the writer had with the Governor of Macao, His Excellency described the geographical position of Macao as a magnificent outlet for the Chinese region, behind it. Moreover, Portugal and her large Colonies like Angola, Mozambique and Timor, could develop, through Macao, an important trade with China and Japan. Portuguese law in this respect, His Excellency explained, was largely protectionist. The customs tariff allows a discount of 50 per cent. on merchandise coming into Portugal from the Portuguese Colonies, and, given good harbour facilities, it should be possible for Macao to become an active export centre for the Portuguese markets.

Replying to an inquiry as to the present value of the trade of Macao, His Excellency said that notwithstanding the present state of the harbour, the trade is yet represented by important figures and the following round figures were given as representing the imports and exports by sea route only:—

	IMPORTS.	EXPORTS.
1916	\$17,000,000	\$10,000,000
1917	\$13,000,000	\$11,000,000
1918	\$13,000,000	\$10,000,000
1919	\$13,000,000	\$13,000,000

These figures represent the returns made to the Harbour Department, and are more to be under-stated than exaggerated. Considering the great obstacle to shipping traffic which the silted state of the harbour represents, His Excellency regarded these figures as showing that Macao is unquestionably in a situation favourable to the development of a considerable trade, and as guaranteeing a growing movement of traffic once Macao is provided with improved harbour facilities.

FUTURE TRADE PROSPECTS.

We understand that special officers are studying every prospect of trade development in connection with the new harbour facilities. It will be noticed that the railway to Canton, which was projected long ago as a joint Portuguese and Chinese enterprise, figures on the plan, and it is by no means regarded as the dream. But it may not be necessary to wait for the railway for the development of trade between the port and the hinterland. The growth of motor traffic in recent years has directed the attention, even of the Chinese to the subject of road construction. It happens that in the district of Heungshan, which lies at the back of Macao, there resides large numbers of returned emigrants—men who have spent years in America, Australia and other parts, and are familiar with the advantages of good roads and rapid communications. The motor lorry and the motor bus are not strange to them, and it is quite within the bounds of possibility that this district can be persuaded to show the way to the rest of China in the opening up of the country by good roads, thereby promoting industrial development in the district as well as making possible the diversion of some of the West River trade to Macao. With the acquisition of a harbour capable of accommodating ocean-going vessels, it is only to be expected that every effort will be made to develop the shipping trade of the port.

OTHER PUBLIC IMPROVEMENTS.

In the interview accorded to the writer His Excellency the Governor incidentally referred to criticisms which have been made by correspondents in the columns of the *Hongkong Daily Press*, to the effect that the revenues of the Colony were devoted not to the development of the Colony, but to the maintenance of an unnecessary number of expensive officials. This criticism His Excellency regarded as unjust to Portugal. He emphasised that officials were necessarily numerous because Macao was isolated from other Portuguese territories and needed a complete administrative organisation which, of course, was inevitably expensive. They must have Departments staffed with Europeans and Chinese representing the Judiciary, Public Health, Military Defence, Marine Superintendence, Public Works, and others; and recently it had happened in Macao, as in Hongkong, that the Government had had to increase salaries because of the high cost of living.

But His Excellency emphasised that this had not been done at the expense of necessary public improvements in the Colony. A solution is being found for the problem of the water supply. The Public Works Department has some portion of the work now in hand and a contract has been let to Messrs. Turner & Co., of Tientsin, for other portions of the undertaking. The hygienic transformation of the insanitary districts of the town proceeds continually, so that the native town of Macao might be called the most hygienic city in all South China. A contract had also been let for putting the telephone wires underground and town drainage work was in progress, and up-to-date equipment was coming for the fire-bricks. Certainly there are many signs of progressive development to be observed in Macao just now. But the great harbour scheme is the most striking feature, and its completion will add many hundreds of acres to the area of the Colony.

LADIES' EVENING WEAR.

You are cordially invited to visit the SHOW ROOMS of

Lane, Crawford & Co.

WHO ANNOUNCE A MAGNIFICENT SHOW

DRESSES & CLOAKS

FOR EVENING WEAR

DANCE DRESSES
EVENING CLOAKS

SHOES,
GLOVES,
STOCKINGS,
SCARVES.



In every detail of our delightful Models will be discerned that distinction of design and excellence of finish that are the signs of Quality.

Come and judge for yourself the Value.

DICKS

PATENT UNIVERSAL SIZE PACKING
STEAM AND HYDRAULIC.

The most useful and efficient packing known.

SOLE AGENTS:

LANE, CRAWFORD & CO.

HONGKONG.

1463

JUST ARRIVED

NEW PIANOS

FROM

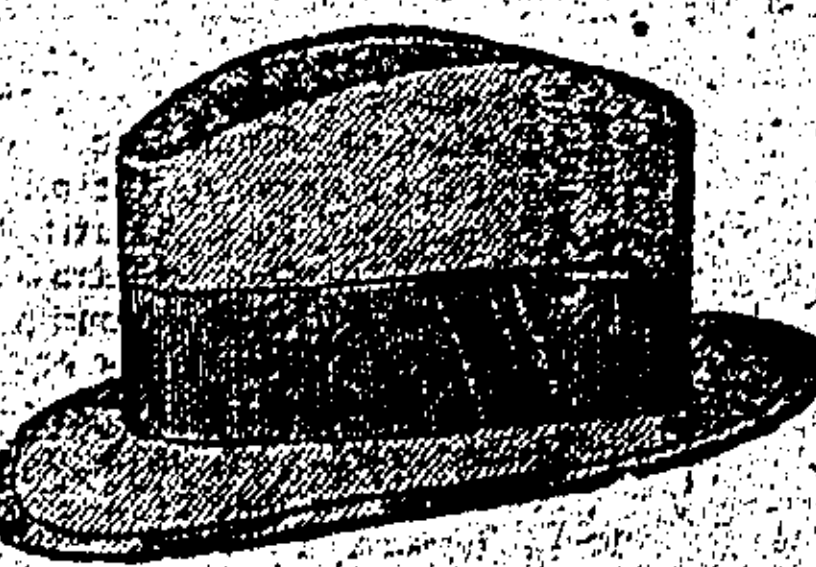
BROADWOOD,
COLLARD'S
& HAMILTON.

Specially manufactured for this climate.

The Anderson Music Co., Ltd.

117

Powell
TELEPHONE 374



JUST RECEIVED

a new consignment of

FELT HATS

Made by

GLYN & CO.,

44, Old Bond St.,
LONDON, W.

LATEST STYLES NOW SHOWING IN
SOFT FELTS, CAPS, STRAWS AND THE
POPULAR VELOUR

WE INVITE INSPECTION.

Wm. POWELL, Ltd.,

Gentlemen's High-Class Outfitters.

NEW ADVERTISEMENTS

NOTICE

WE beg to announce that we have just unpacked the second shipment of DUNHILL pipes (Standard Brier and Shell Brand), more varieties in shape and size and price than previous shipments.

TABACERIA FILIPINA.
38-40, QUEEN'S ROAD.
(Opposite Lock Hing & Co.)
[1904]

LADIES' GOLF CHAMPIONSHIP.

OPEN to all PLAYERS of 1st handicap and under. Match play. Entries Close December 1st.

[1905]

IN THE MATTER OF THE COMPANIES ORDINANCE, 1911.

IN THE MATTER OF THE HONGKONG MERCANTILE CO. LTD.

NOTICE IS HEREBY GIVEN that the Creditors of the above-named Company, which is being voluntarily wound up, are required, on or before the Fourteenth day of December, 1920, being the day for that purpose fixed by the undersigned, to send their names and addresses and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to the undersigned, at 7, Queen's Road Central, Hong Kong, the Liquidator of the said Company, and if so required by notice in writing from the undersigned, are by their Solicitors to come in and prove their said debts or claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

M. FERNANDEZ,
Liquidator.
Hongkong, November 17th, 1920. [1906]

WANTED.

FOR SWITZER BOOK-KEEPER. Portuguese with knowledge of Cantonese preferred, should be acquainted with Shipping, road prospects.

Apply, stating salary required to—
Box 1793, Office.
Care of "Daily Press" Office.
[1793]

WANTED.

SINGLE OFFICE ROOM. Prince's Buildings preferred.

F. C. JENKIN,
C/o Mr. Edgar POTT, Prince's Buildings, Ice House Street.
[1796]

TO LET.

ONE LARGE ROOM to let for Office, 14, Des Voeux Road Central, Top Floor. ROOM No. 1.

Apply to—
[1798]

THE HONGKONG & KOWLOON WHARF & GODOWN CO. LTD.

APPLICATION has been made to the FREDERICKS of Ice House Street, Victoria, Hongkong a Duplicate Certificate or Certificates of the undermentioned 800 (Three hundred) Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that under circumstances amounting to larceny or false pretences, the original Certificates have been lost possession of—

Cert. No.	No. of Shares	Shareholder's Name	Present Registered Proprietor
7017	2-47	50 39001 to 39050 Inc.	Hon. Sir C. P. Chater, K.C., C.M.G., C.B.E.
7260	15-19	50 39051 to 39100 Inc.	M. S. Brown, Esq.
8353	2-3	100 42300 to 42350 Inc.	M. S. Brown, Esq.
8354	15-19	100 42351 to 42400 Inc.	M. S. Brown, Esq.
8355	15-19	100 42401 to 42450 Inc.	M. S. Brown, Esq.
8356	15-19	100 42451 to 42500 Inc.	M. S. Brown, Esq.
8357	15-19	100 42501 to 42550 Inc.	M. S. Brown, Esq.
8358	15-19	100 42551 to 42600 Inc.	M. S. Brown, Esq.
8359	15-19	100 42601 to 42650 Inc.	M. S. Brown, Esq.
8360	15-19	100 42651 to 42700 Inc.	M. S. Brown, Esq.
8361	15-19	100 42701 to 42750 Inc.	M. S. Brown, Esq.
8362	15-19	100 42751 to 42800 Inc.	M. S. Brown, Esq.
8363	15-19	100 42801 to 42850 Inc.	M. S. Brown, Esq.
8364	15-19	100 42851 to 42900 Inc.	M. S. Brown, Esq.
8365	15-19	100 42901 to 42950 Inc.	M. S. Brown, Esq.
8366	15-19	100 42951 to 43000 Inc.	M. S. Brown, Esq.

AND NOTICE IS HEREBY GIVEN that within THIRTY DAYS from the date hereof no claim or representation in respect of such Original Certificates is made to the Directors they will then proceed to deal with such application for a duplicate or other new Certificate or Certificates.

By Order of the Board of Directors,
W. S. BROWN,
Secretary.
Hongkong, November 9th, 1920. [1797]

BANQUE INDUSTRIELLE DE CHINE
(A FRENCH BANK).

CAPITAL PAID-UP AND SURPLUS
FR. 105,000,000.00

THE organization of the Bank enables it to open CURRENT ACCOUNTS and to accept FIXED DEPOSITS in local currency and ANY FOREIGN CURRENCY.

These accounts and deposits may be converted.

AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.

Apply for terms and particulars—
HONGKONG BRANCH,
Queen's Building, 5, Chater Rd.
[149]

NOTICE

THE BANQUE INDUSTRIELLE DE CHINE beg to inform the holders of the TEMPORARY BONDS of the Credit National 1919, which have been subscribed through that bank must be EXCHANGED in our Paris Office for Definite Bonds before March 1921.

[1762]

INTIMATIONS

NOTICE

WE have REMOVED our Office from No. 4, Queen's Road Central to No. 3, DUNDRELL STREET, from the 1st of November, 1920.

CAWASSEE PALLANJEE & CO.,
Merchants.
Hongkong, November 1st, 1920. [1710]

ROYAL HONGKONG YACHT CLUB.

NOTICE

THE OPENING CRUISE of the Season will take place on SATURDAY, NOVEMBER 20th, at the Club House, North Point.

The Commodore, Vice-Commodore and Committee will be at home to Members and friends from 3 p.m.

By Order,
R. E. MACDOUGALL,
Hon. Sec. & Treasurer.
Hongkong, November 15th, 1920. [1792]

HONGKONG ST. ANDREW'S SOCIETY

ANNUAL BALL.

PRACTICE DANCE in connection with the above will take place at the CITY HALL from 5 p.m. to 7 p.m. on TUESDAY, 23rd NOVEMBER.

Dancing shoes must be worn.

T. W. HILL,
Hon. Secretary.
[1725]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that PROVISIONAL CERTIFICATE No. 43/331 dated 1st July, 1907, for 15 shares Nos. 57533 to 57547 inclusive all registered in the name of Miss Eusemacion Loyaga has been LOST or STOLEN, and should this certificate not be produced to the Bank before the 1st day of December, 1920, a new Certificate for the shares will be issued and the aforesaid Provisional Certificate No. 43/331 will be thereafter treated by this Corporation as NULL and VOID.

By Order of the Court of Directors,
N. J. STARR,
Chief Manager.
Hongkong, November 1st, 1920. [1708]

NOTICE.

MINISTRY OF COMMUNICATIONS.

THE MINISTRY OF COMMUNICATIONS is now in need of CHINESE STUDENTS who have been trained either at the University or Higher Technical Schools in China or abroad on the following subjects:—General Railway Administration, Accounting, Traffic, Workshop, and Store Management, Railway Laws and Regulations, Railway Statistics, Railway Engineering, Mechanical Engineering, Civil Engineering, Bridge design and construction, Surveying, Drafting, Map-making, Hydraulic Engineering, Car Maintenance, Signal Engineering, Testing of Materials, etc.

Applicants shall send in their applications together with their diplomas, certificates, and published works, if any, not later than the 31st of December, 1920, to the following address:—
Mr. CHENG HUNG-NIEN,
Director of Railway Department,
Ministry of Communications, Peking.

Every application must contain the address of the applicant. Non-residents of Peking need not file their applications in person.

Suitable positions will be given to successful candidates.

Unsuccessful candidates will have their diplomas, and other documents returned to them according to the address in the application.

[1721]

AVIS OFFICIEL.

Relatif au recrutement d'agents techniques Chinois pour les chemins de fer.

La question des chemins de fer devient de plus en plus importante dans tous les pays. L'étranger cette question a soulevé un développement considérable et jusqu'à présent, en Chine, elle ne permet pas de comparer notre pays aux autres puissances. C'est pourquoi notre intention est de modifier et d'améliorer nos méthodes actuelles, soit qu'il s'agisse des lignes déjà terminées, soit en ce qui concerne celles dont les travaux ne sont pas encore commencés. Nous avons donc besoin de nombreux agents techniques pour l'administration, l'exploitation, la comptabilité, les finances, statistiques, contentieux; et pour les études topographiques, plans, projets, traversées des rivières, ponts; et pour les ateliers de toutes sortes, construction du matériel roulant, appareils de vote, signaux; et pour les essais réception des matériaux ou machines; et encore pour d'autres services spéciaux.

Ayant vu que nous avons déjà beaucoup d'agents techniques qui ont fait des études à l'étranger, et des candidats qui possèdent des connaissances spéciales nous regrettons beaucoup de ne pas voir placer les étudiants et les agents techniques conformément à tout ce qu'ils ont de capacité et d'expérience.

En conséquence nous publions les conditions ci-dessous:

1. Les étudiants qui ont terminé leurs études à l'étranger ou dans une école supérieure spéciale à l'étranger ou en Chine sont autorisés à présenter au Chef du département des chemins de fer au Ministère des Communications leur certificat de sortie ou autre publication ou travail quelconque personnellement recommandé, cacheté, avec leur adresse. Les étudiants doivent joindre à leur demande leur biographie en langue étrangère, s'ils ne peuvent pas l'écrire en chinois.
2. Les candidats à présenter par les postulants sera reçue jusqu'au 31 Décembre 1920.
3. Les étudiants ou agents techniques qui ne sont pas à Peking devront attendre la réponse du Ministère qui leur fera connaître par une lettre le jour pour passer leur examen, ou leur renverra leur certificat s'il n'est pas satisfaisant pour les études à l'étranger.
4. Seront refusés sans explications tous les étudiants ou agents techniques qui présenteront une différence d'écriture entre leur première demande et les dernières compositions, ou qui par un moyen quelconque chercheraient à se faire remplacer pour passer leur examen.
5. De même ne seront pas acceptés tous les étudiants ou agents techniques qui auraient fait des démarches non permises ou auraient employé des procédés définies ou qui antérieurement auraient fait d'une mauvaise conduite.

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of \$1.00 FOR THREE INSERTIONS if they do not exceed 35 words in number, and are FREE OF CHARGE.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under this heading must be accompanied by cash, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for
BORIS P. Q. AD. AF. AW. BE.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ

(UNITED NETHERLAND NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN

(HOLLAND-INDIA LINE)

NOTICE TO CONSIGNEES.

FROM HAMBURG, AMSTERDAM, ROTTERDAM and OENOA.

THE Steamship

"ALCHIBA"

having arrived from the above ports. Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 21st Nov., will be subject to re-charge, and damaged packages are to be left in the Godowns, where they will be examined on the 20th Nov., at 10 a.m., by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in this case whatsoever.

Bills of Lading will be forwarded by
JAVA-CHINA-JAPAN L.N.
General Agents.
Hongkong, November 15th, 1920. [1794]

SS. "CHILI"

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LERS, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Nov. 22nd, at Noon, will be subject to rent and landing charges.

All claims must be sent in to us on or before Nov. 25th, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on Monday, Nov. 22nd, at 10 a.m.

No Fire Insurance has been effected.

R. BODENFUSER,
Acting Agent.
Hongkong, November 16th, 1920. [1797]

OCEAN STEAMSHIP COMPANY, LTD.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamers.

"HYBRIDUS"

are hereby notified that the Cargo will be discharged into the Godowns at Kowloon, where it will be at Consignees' risk. The Cargo will be ready for delivery from Godown on and after Nov. 17th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Fridays between the hours of 10 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Nov. 22nd, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Dec. 2nd, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, November 16th, 1920. [1799]

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"GAELIC PRINCE"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, Nov. 22nd, at 10 a.m.

All Claims must be presented within THREE DAYS of the Steamer's arrival, here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Nov. 23rd, will be subject to rent.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
BURNES WITHEY & COMPANY, LTD.,
2nd Floor, St. George's Building,
Telephone No. 3165.
Hongkong, November 16th, 1920. [1799]

INTIMATION

A. S. WATSON & Co., Ltd.

WINE AND SPIRIT MERCHANTS.

We beg to announce the arrival of New Shipments of

It lian Vermouth
Martini Rossi.

Graves Malescot Blanc.
Grand Vin Nature.

Santerne Barsac.
Grand Marnier.

Cordon Rouge.

A. S. WATSON & CO., LTD.

TELEPHONE 618

DEATH.

BRIS—At Singapore, on November 16th, J. BEER, of Netherlands India Commercial Bank.

[1802]

HONGKONG OFFICE: 10A, DES VOUEX RD. C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 18th 1920.

TROUBLED AUSTRALIA.

AUSTRALIA is at present faced with a most serious industrial crisis. Symptoms of unrest are general from Cape York Peninsula to Tasmania. The whole industrial firmament is like a gun-powder dump—ready to explode with the first spark of irritation. There are three fundamental causes underlying this position—the high cost of living, the failure of the Federal Arbitration Court, and the arrogance of the Trades Union Party. Workmen of a very low order—carters and drivers—who before the war were content to work for £2 5s. a week, are now demanding £8 for the same period. They are at the same time vigorously spurring the Government to deal drastically with the high cost of living.

The wages of workmen in all grades are fixed either by State Wages Boards or by the Commonwealth Arbitration Court. Generally the Arbitration Court makes higher awards than the Wages Boards, but its provisions are limited to Federated Unions. It happens frequently that workmen in one State are under State Wages Boards determinations, while their fellows in the same trade in other states are under the Arbitration Court and enjoy easier conditions and higher wages. The result is that the State Wages Boards are subject to a continued agitation for increased awards. When the increases demanded of either the Arbitration Court or the Wages Boards are granted, the manufacturers, to meet the increased cost of production, increase the price of their commodities and neutralise the advance, and the unions again return to the court for a further increment. The system continues of capriciousness in this vicious circle.

To bring a case before the Arbitration Court involves the expenditure of thousands of pounds. This is levied from members of the claimant organisation; and in itself goes a long way to neutralise any

advance secured. The court proceedings are generally conducted with the utmost bitterness and are tearing great gaps in the remaining shreds of good feeling between employers and employed. Owing to the shortage of High Court judges in Australia the Arbitration Court is unable to cope with a quarter of the claims lodged with the Registrar. At present there are 70 claims awaiting hearing, which, under the most favourable auspices, it will be impossible to deal with within the next two years as the Court is at present constituted.

Strike is the remedy proposed, and it is universally popular because, under the system of strike pay in vogue in Australia the idle workman is, monetarily, as well off as when he is working. An instance of this is provided in the Broken Hill Strike which has dragged on for the past few months. It is the employer who has to give way nine times out of ten. Consequently the strike weapon is daily becoming more popular. To render it the dominating force in Australian industry, the extreme Labour Union Party is feverishly working for One Big Union which will have as its basic principle—strike as a remedy for all grievances. The proposal is to ferment a general strike whenever employers refuse to give way before the demands of any section of labour. Precisely what this would mean may be gauged from the fact that what labourers at Darwin, in the Northern Territory, demand 7/8 an hour with 20 minutes "smoke O." for which they are to be paid, each hour, and no overtime. As a result shipping is paralysed in that port. The professed object of these militant labourites is a 30-hour week.

Although the Australian Chambers of Commerce and Manufacturers, and the Employers Federation have given the utmost patience and thought to the solution of the ever-increasing labour troubles, they admit their failure, and are being forced into the position of considering whether or not the time is opportune for the scrapping of the White Australia Policy. The only remedy seems to lie through immigration, but the housing shortage, and the competition of other Dominions, is a substantial barrier to the acquisition of desirable immigrants from the Home countries. Many close observers can see the backdoor of Australia slowly, but surely, opening to Asia.

The Kwangsi troops, when retiring from Pakhoi, looted the shops and caused a total loss which is estimated at \$1,000,000.

In the finals of the Open Gentle Double Championships at Shanghai, J. Elmore and J. E. Hargreaves, beat H. H. Knowles and Greenough, 6-0, 4-6, 6-0, 6-0.

Leave to appeal against the judgment of H.M.'s Acting Judge of the Supreme Court for China in the "Ancient Lights" case at Shanghai, has been granted.

His Excellency the Governor was present at a dance given by the Commander-in-Chief of the United States Asiatic Fleet and the officers on board the U.S. *Huron* on Tuesday evening.

The Chinese sentenced to death at the last Criminal Sessions for the murder of a boy, while carrying out an armed robbery, paid the extreme penalty yesterday morning at Victoria Gaol.

Mr. A. Sellings, head of the Dutch Commercial Mission to Tokio, and President of the Bank of Java, has been decorated by the Emperor of Japan with the Third Order of the Sacred Treasure, in view of his continued efforts for the promotion of friendly economic, and other relations between Japan and the Dutch East Indies.

Passages on board the *a.s. Empress of Russia* have been booked for the Chinese delegation which is also accompanied by silk girl workers to represent China in the coming International Silk Exposition to be held in New York. More than 200 boxes of samples of Chinese silks will be exhibited at the Exposition, and demonstrations in the manufacture of Chinese silk will be made by the four girls who have been selected for their expert work. The representatives will leave on December 18th.

At the United States Court for China at Shanghai last week a high tribute was paid to the late Mr. T. R. Jernigan by a resolution presented on behalf of the Shanghai branch of the Far Eastern American Bar Association. Dean Rankin, Dr. Wu Ting-fang and Mr. Fessenden, as well as Judge Lobington, spoke in the highest terms of the deceased's life and character. The Judge described him as a friend of the Court in the highest cause, a friend of the Court in the highest cause, jealous of its prestige and foremost in any movement to promote its greater efficiency and serviceability.

H.E. Senhor Batalha de Freitas, the Portuguese Minister to Peking, was expected in Shanghai last week. He will fill the role of best man at the wedding of his colleague H.E. Senhor J. de P. R. Alves, the Brazilian Minister.

The condition of the South Manchuria Railway Company, which was, as previously reported, in some temporary difficulty, has become better through the issue of debentures, the discharge of employees, and a reduction in its higher staff. According to the budget, (says the *Japan Chronicle*) the company was to carry on enterprises amounting to ¥70,000,000 for this fiscal year and to ¥80,000,000 brought over from the preceding year, for which the company has provided a sum of Yen 50,000,000. A loan of Yen 16,000,000 lent by the Government, a call of Yen 12,000,000 on its shares, the present issue of debentures of Yen 10,000,000, and its reserve totalling Yen 12,000,000. There is still a shortage of Yen 40,000,000. It is expected that 30 or 40 per cent. of the enterprises which cannot be consummated within the current financial year for unavoidable reasons, will be carried forward to the next financial year.

FAR EASTERN CABLE NEWS.

LITTLE HSU'S ESCAPE.

[FROM OUR OWN CORRESPONDENT.]

PEKING, November 16th.
The Japanese Legation announces the absence of Hsu Shu-cheng from the Japanese Legation Guard on the morning of the 15th inst.

CORRESPONDENCE.

LEGISLATIVE COUNCIL QUESTIONS.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR.—Is justice to my looms tenets on the Council, Mr. A. R. Lowe, I desire to that all the questions which I am putting at to-morrow's meeting of the Legislative Council are either based upon or copied verbatim from a list of questions of which Mr. Lowe gave notice to the Government before my return to the Colony and which Mr. Lowe passed on to me.—Yours faithfully,
H. E. POLLOCK

November 17th, 1920.

WEDDINGS.

SIMPSON-HOPKINS.

The marriage of Mr. Alan Grant Simpson, Sub-Accountant of the Chartered Bank, and Miss Violet Geraldine Hopkins, daughter of Mr. and Mrs. R. M. Hopkins of Streatham, London, took place at St. John's Cathedral, yesterday, the Rev. V. H. Copley Moyle officiating.

The bride, who was given away by Mr. J. L. Crockett, Manager of the Chartered Bank, was charmingly attired in a cream, gabardine tailored coat-frock, with a cream panne hat, and carried a large bouquet of white chrysanthemums. She was attended by Miss Alys Crockett, as bridesmaid, who was dressed in a cream satin frock, veiled with cream shadow-lace and carried a bouquet of pink roses. Mr. J. Morrison discharged the duties of best man.

After the ceremony a reception was held at the residence of Mr. and Mrs. Crockett, Charter House, 17, Peak Road.

MASSON-REID.

At St. John's Cathedral yesterday morning the marriage was celebrated of Mr. John Stewart Masson of Lonsmouth, Morayshire, Scotland, son of Mr. Alexander Masson, of "Blair Nain," Shotfield, Lonsmouth, and Miss Edith Adelaide Reid, only daughter of late Mr. R. Reid, chartered accountant, London, and of Mrs. Reid.

The bride was given away by Mr. J. A. Plummer and was attended by Miss E. Oliver, niece of Mr. Murray Stewart, Paymaster-Lieut. Ogden was the best man. The service was conducted by the Rev. H. Copley Moyle, the Cathedral Chaplain.

After the ceremony a reception was held at the Hongkong Hotel.

The honeymoon will be spent at Shanghai.

Owing to the late arrival of the *Derantha*, the wedding of Mr. TEMPLE P. M. BEVAN, M.C., and Miss AMY BALSORE, is postponed until Monday, 22nd inst., when the ceremony will take place in St. John's Cathedral at 11.30 a.m.

[THROUGH REUTER'S AGENCY.]

FURTHER ATTACKS ON POLICE.

The residence of Mr. Malony, M.P., in South Tipperary, has been burned down.

DOUBTFUL.

tical purposes it would be useless to introduce a sensational matter to the Assembly. He added: "We must always consider the feelings of Australia and also California."

A FRAUDULENT ACCOUNTANT

MALAY CRIMINALS.
NEW EXTRADITION TREATY.

Britain and Holland have concluded

NOBEL PRIZES.

Stockholm, Novemb

The 1920 Prize has been awarded to Norwegian, M. Knuthamsun who was formerly a shoemaker's apprentice.

MAN DISAPPEARS WITH

Chinese came up from behind, snatched bag, and disappeared. The bag, which valued at \$13, contained \$13 in notes, pair of diamond ear-rings, valued at \$1, a passport, and a letter of credit for large sum of money.

TWO CHINESE FINED \$250 EACH.

THIEVES BUSY ON STEAMERS.

CHEQUES AND MONEY STOLEN.

p.m.:—R. Chester-Woods; G. A. Hall, A. M. D. Wallace, P. H. Baker, N. B. Dick, G. E. Roberts and V. Smyth; G. G. Tinson, H. E. Baxter, C. Macnamara, A. T. Lamplugh, N.

RUGBY.

CRICKET.
I.R.C. v. R.G.A.

The above match will take place

I.R.C. v. R.G.A.

(-125).
The final scores were Tse 250, Clapham 30.
Highest break Tse 18-17; Clapham 18.
To-morrow night at 8.30 J. Snodgrass (-200) R Ho Sai Man (scr.) will

[FROM OUR OWN CORRESPONDENT:]

fares and the narrow roads. The showed that 909 miles had been covered at an average speed of over 20 miles an hour, while the small consumption of petrol was a revelation of what can be done by a determined driver.

THE CLOSING SESSION.

worthy people in all countries have
contented subjects of other countries
even show their sympathy for their
practical form, but such symp-
never yet been regarded as a crime.

REVISED.

Calcutta, have received instructions from the managing directors of the P. & O. that owing to complaints from passengers no dogs will be carried in future in company's steamers under any condition whatever.

She had just learnt her multipli

KI. that owing to complaints from passengers no dogs will be carried in future on the company's steamers under any conditions whatever.

Draw the cork and
Haig & Haig Five
Stars Scots Whisky
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the quality rare. You
can only get it in the
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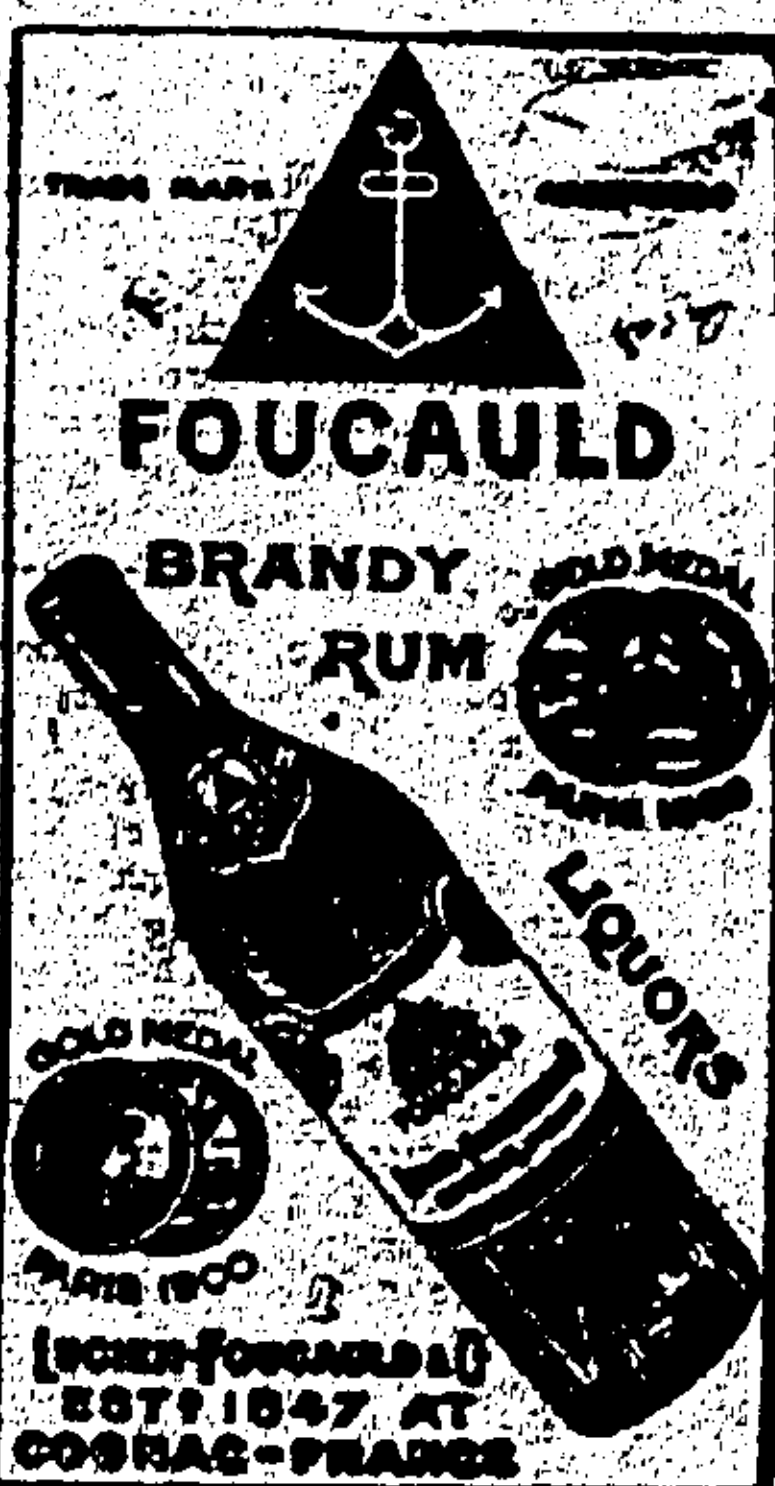
EXCELLENT HOUSEHOLD

FURNITURES.



SOLE AGENTS

MIYU BURMAN KATKA

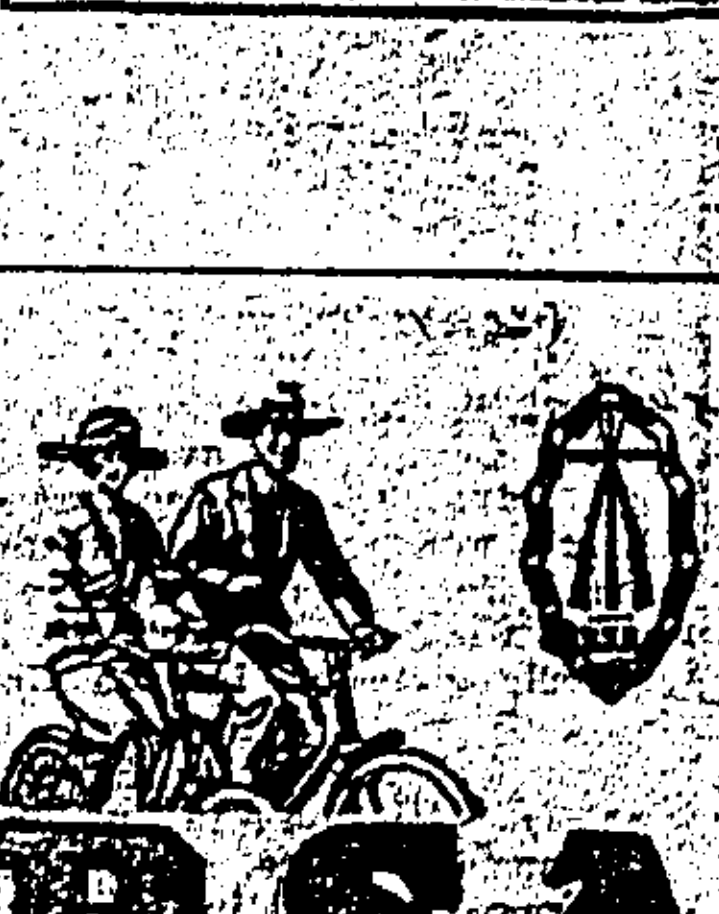


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**THERAPION No. 1
THERAPION No. 2
THERAPION No. 3**

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FOR SOLO & SIDE CAR.

OUR LONDON LETTER

[FROM OUR OWN CORRESPONDENT]

London, October 7th.

Timid folk are alarmed by reports that the black rat has made its appearance in several parts of London, notably at Battersea. Unlike its cousin, the brown rat, the black variety is a climber, and has a habit of getting into the tops of houses, including bedrooms and roofs, in preference to the basement and cellar. This brings the rodent into closer contact with human beings than the brown rat, which loves drains and sewers. Both species of rats are plague-carriers, but for the reasons stated the black is the more dangerous.

The score is causing redoubled energy to be put into the rat extermination campaign started during the war. The object then was to kill the vermin because of the loss they are responsible for in the matter of foodstuffs. It is estimated that rats destroy food in this country to the value of about £30,000,000 per annum.

One of those learned people who always get into print when there is a natural history question under discussion, states that the black rat came originally from India, and reached Europe in the Thirteenth Century. It was a war of extermination, quite successfully against every other rodent it met in the countries it invaded as it came West. The brown rat also came from Asia, China being apparently its early home. It was unknown in England before 1730.

A notable personality has passed away in Mr. Wynne Baxter, Coroner for the Eastern District of London. He held office for 30 years, and in that time "sat on" 40,000 inquests. This is a record that probably has not been beaten. It was his boast that in all his long experience never once was it necessary to order a re-examination of a body in regard to which he had held an inquiry.

His manner was quiet and business-like, with a remarkable capacity for patience, he seemed to have a knack of extracting the essential facts from witnesses with a minimum of effort and questioning. A man without any illusions left as to life, he carried on his work with kindly tolerance for the weaknesses of human nature, whether it was an inquest into the death of a baby in a back street, or into a sensational murder. Being Coroner of the Tower of London during the war, he held inquests on Lady and other German spies who were shot there—an unparalleled experience, even for him.

This week a verdict of death from misadventure was returned at an inquest on a man who used an anthrax-contaminated shaving brush of Japanese origin. The news of this fatality has perturbed chemists and others who deal in these articles, and a suggestion has been made that all articles should be confiscated. An Order in Council last February prohibited the importation of shaving brushes from Japan, but it appears that large stocks are still on hand.—H.B.

SHOOTING THE MOON.

Can the moon be reached by human endeavour? That problem—the story motif of Jules Verne and H. G. Wells—has at this moment been transferred to the plane of scientific discussion by the American, Professor Goddard, of Clark University.

He has planned a rocket which, propelled by a series of explosive charges, will provide itself with sufficient velocity to reach the region of lunar attraction and so carry to the moon.

On this side of the Atlantic Professor Goddard's ideas are viewed with amused scepticism, avowedly with the thought that he may attain some really interesting scientific results. Dr. A. C. Crommelin, of Greenwich Observatory, perhaps the greatest astronomical mathematician in the world, whose calculations predicted the exact position of the reappearance of Halley's comet in 1910, thinks the scheme is fantastic, but concedes that the professor's rocket apparatus may add considerably to our present little knowledge of the upper air.

air soundings by meteorological balloons have, hitherto reached, no greater height than eighteen miles. Yet recent astronomical observations showed an aurora to exist at 315 miles up, proving that the earth's atmosphere extended to that point. If the self-propelling rocket of Professor Goddard, with its barometrical instruments, equipped with a parachute device for slow descent, can reach the 300-mile mark from the earth, scientists will acclaim him. We shall have then reliable knowledge of the upper air.

What, briefly, are the difficulties the professor has to overcome before he can shoot the moon? The distance from the earth to the moon varies according to season, from 225,000 miles to 250,000 miles. Theoretically there is no reason why a rocket could not be constructed sufficiently large to carry explosive forces which would propel the appliance over 300,000 miles. The attractive force of the earth extends to within nearly 25,000 miles of the moon. After that there is a neutral zone, and then the gravitation of the moon exerts its pull.

A rocket to reach the moon must have enough remaining velocity to shoot well into the zone of lunar attraction; otherwise the projectile would become a sort of satellite and end its existence in fruitless flying round and round the moon.

The big main chance with the rocket is, of course, that it will miss the moon altogether, even if it could reach it. An infinitesimal fractional miscalculation of the angles would mean the rocket falling to enter the zone of the moon's attractive force, and wandering off into the wilderness of space.

If the rocket did eventually hit the moon Professor Goddard quite easily might not know it. The explosion caused on impact would have to be something enormous to ensure adequate certainty of observation from this planet.

Altogether the odds are that moon shooting will not be successful this season.

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on the following numbers:-

	Old prices	Revised prices
No. 1	\$4.75	\$4.25
No. 4	3.75	3.50
No. 5	3.25	2.75
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IN TAIWAN (FORMOSA)

Taipei — Taiwan Railway Hotel

IN CHOSUN

Keijo (Seoul) — Chosen Hotel Fusan — Fusan Station Hotel Shingaiju — Shingaiju Station Hotel

IN MANCHURIA

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[1464]

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and for all ailments of the
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KATORI MARU Tuesday, 29th Dec., at 11 a.m.

KASHIMAZU MARU (calling Manila) Wednesday, 29th Jan., at 11 a.m.

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Port Said and Marseilles.

INABA MARU Monday, 29th Nov., at 11 a.m.

KAMO MARU Friday, 10th Dec., at 11 a.m.

ITO MARU Friday, 24th Dec., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM via Suez.

LIMA MARU Saturday, 4th December.

LIVERPOOL & MARSEILLES via Suez.

KAMAKURA MARU sailing from Singapore End of November.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

AKI MARU Wednesday, 24th Nov., at 11 a.m.

TANGO MARU Wednesday, 22nd Dec., at 11 a.m.

NEW YORK via Suez

TSUYAMA MARU Thursday, 18th Nov.

SOUTH AMERICAN PORTS via CAPE

HAKODATE MARU sailing from Singapore Thursday, 9th Dec.

BOMBAY & COLOMBO via Singapore.

TENSIN MARU Sunday, 28th Nov.

CALCUTTA & RANGOON via Singapore & Penang.

BOMBAI MARU Wednesday, 24th November.

TAKETOYO MARU Saturday, 4th December.

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TANGO MARU Friday, 19th Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA

SHINZU MARU Thursday, 25th November.

NAGANO MARU Thursday, 25th November.

ATSDA MARU Saturday, 27th Nov., at 11 a.m.

SHIZUOKA MARU Friday, 10th Dec., at 11 a.m.

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MILLIONAIRE WEDS A MODEL

EARL AS WITNESS AT A ROMANTIC MARRIAGE

Westminster Cathedral was the other day the setting for a wedding which will cause a sensation in two continents.

A young man and a young woman stood before Monsignor Daly and were united in marriage. The bridegroom was Mr. James Cox Brady, son of Mr. Nicholas Frederick Brady, the multi-millionaire and American railway magnate, and grandson of Anthony Brady, a power in American finance, the mention of whose name caused some men to tremble. The bride was Miss Helen McMahon, a beautiful New York model.

Few persons were present when the ceremony was performed. All were friends of the bridegroom or the bride. The Earl of Limerick, of Dromore Castle, Ireland, was one of the witnesses. He is a kinsman of the Brady family by marriage. Mr. James Cox Brady, the uncle of the bridegroom, married Lady Victoria Percy, only daughter of the Earl and Countess, six years ago. The second witness was Miss Jane Brady.

Nicholas Brady, the bridegroom's father, is one of the most powerful men in the New York world of money. He is chairman of the Brooklyn Rapid Transit Company, president of the New York Edison Company, the Albany Municipal Gas Company, and a director of the Consolidated Gas Company of New York, the United Light and Power Company, and about fifty other wealthy corporations. He is one of the best known of New York clubmen, and his beautiful home in Fifth Avenue is the resort of many people famous in the world of politics, finance, art, and literature.

The wedding of Mr. James Cox Brady and Lady Victoria Percy was one of the brilliant events of the social season of 1914. Lady Victoria, who was one of the most beautiful girls in English society, earned fame by leaping the loop with Guyer Hamel, the ill-fated aviator, a few months before his disappearance.

SUNDAY IN LONDON.

The nice thing
About Sunday in
London
Is that you can do
Almost anything you
Like
Such as walking
Around in your
White spats if
You have that sort of
Feet or
Sitting in the park in your
Suits and
Sneaking it from
Time to time and
Saying
How bye do
Your Grace
So the American tourist
Next you
Can write about it to
The folks in his
Home town or
You can eat several
Light meals
Containing roast beef and
Plum pudding and
Leading to
Laziness and goat
Which both
Hang on
Fine old family
Tales
Or you can ride around in
Buses and
Give the conductor so
Many pennies that he
Bags at the
Knees and
Then you can come down
To the office on
Monday morning feeling
Merry
Because all that is
Over
For another week
Thank you—P. O'D. in the Daily
Express.

LORD FISHER'S WILL

FAMILY REQUESTS ON A SHEET OF NOTEPAPER

The estate of the late Admiral of the Fleet, Lord Fisher of Kilverstone, has been sworn at £23,767 8s.

The will is written in Lord Fisher's own hand on a sheet of notepaper. It was made a few days after the death of Lord Fisher, who died in 1913, and, in accordance with his wishes, the estate is divided among the children.

The executors are the present Lord Fisher and Mr. Berenford R. Heaton, of 8, New Square, Lincoln Inn.

ONE WAY OF "SEEING LIFE"

Through "seeing life" in Paris, rather too thoroughly a German lieutenant named Felor Leppel has got himself into trouble. The lieutenant, who was attached to the German Commission on Prisoners of War in Paris, has been amusing himself with "Wise Woman" and "Song." His existence has been brightened with racing and motor jams, and he has been doing it all so extravagantly that when, a few weeks ago, the accountants found that 750,000 francs (£23,000) were missing from the funds of the Commission, suspicion promptly fell upon him.

Leppel tried to slip off quietly, but he has now been arrested at San Sebastian, where he was found in the company of one of his mistresses, who was also arrested. Among his exploits was the purchase of 50,000 francs (£1,600 approximately) worth of perfume with the idea of selling them in Germany.

WEATHER REPORT

November 17th, at 11.15.—No return from Japan, Formosa and Indo-China.

Pressure has decreased slightly to moderately, at all stations, reporting the anti-cyclone having moved eastward.

Moderate to fresh monsoon will prevail over the north part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inch. Total since January 1st, 100.89 inches against an average of 81.49 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Distance Forecast.

Hongkong to Gap Rock N.E. winds, fresh; fine.

Formosa Channel (North winds, fresh).

South coast of China between [The same as Hongkong and Lamooka] No. 1.

South coast of China between [The same as Hongkong and Hainan] No. 1.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, November 17th.

	Previous Day	On Date	On Date
	at 3 p.m.	6 a.m.	2 a.m.
Barometer	30.08	30.05	29.99
Temperature	74	70	64
Humidity	81	80	83
Wind Direction	East	NE	North
Force	4	3	3
Weather	c	od	or
Rain	—	—	0.83

Highest open-air Temperature on 16th ... 74

Lowest open-air Temperature on 17th ... 55

SUNRISE AND SUNSET

FOR NOVEMBER.

Date	Sunrise	Sunset
November		
18th	5.38	5.39
19th	5.39	5.39
20th	5.40	5.39
21st	5.40	5.38
22nd	5.41	5.38
23rd	5.42	5.38
24th	5.43	5.38
25th	5.43	5.38
26th	5.44	5.38
27th	5.44	5.38
28th	5.45	5.38
29th	5.45	5.38
30th	5.46	5.38
December 1st	5.47	5.38

HONGKONG TIDE TABLE

From 18th to 24th November, 1920.

Date	High Water		Low Water	
	Time	Height	Time	Height
Thurs 18	10.36	6.6	10.24	2.6
Fri 19	11.36	6.2	10.18	2.7
Satur 20	12.45	5.8	9.55	5.0
Sun 21	1.47	5.8	11.42	4.8
Mon 22	2.58	5.7	11.47	5.0
Tues 23	3.55	5.6	0.14	3.0
Wed 24	4.56	5.6	1.27	2.2
	5.58	5.6	0.59	3.1
	6.58	5.6	1.33	2.4

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SAILINGS SUBJECT TO ALTERATION

HAIPHONG	SWATOW	"CHONGSHING" Thurs.	18th Nov. Noon
MANILA	"KWONGSANG" Fri.	19th Nov. 3 p.m.	
STRAITS & CALCUTTA	"YUNHSANG" Fri.	19th Nov. 3 p.m.	
HAIPHONG & HOIHOW	"FOOKSANG" Tues.	23rd Nov. 3 p.m.	
STRAITS & CALCUTTA	"LOKSANG" Wed.	24th Nov. 10 a.m.	
	"NAMSANG" Fri.	26th Nov. 3 p.m.	

CALCUTTA LINE.—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when indicated on offer.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Keaday, Jesselton, Labuan, Tawau, and Lahad Datar.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Choochoo.

CALCUTTA LINE.

S.S. "FOOKSANG" will be despatched on or about Nov. 23rd, for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

S.S. "NAMSANG" will be despatched on or about Nov. 26th, for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS, and DUTCH EAST INDIES.

For Freight or Passage apply to:-

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone No. 211

GLEN AND SHIRE Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Des Hongkong
"GLENHANE" (From New York via Panama)	27th Nov.

HOMWARDS.

Vessel	Leaves Hongkong	Discharge
"GLENHANE" about 28th Nov.	CHONG, Loo, ANTWERP & ROTTERDAM	
"GLENORLE" 15th Dec.	CHONG, LONDON & ROTTERDAM	

Movements are subject to change without notice. For freight or further particulars please apply to:-

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

Tel No. 21 sub 5 or 23 and 3696.

Cable Address: KAWASAKI, KOB.

Kiyokuni, Kobe

Bentley, A.B.C. 14th St. 14th St.

and South's Codes

Telephone: Nanyang 344, 343

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... ¥20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MATSUYAMA

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:-

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management:-

Twenty steamers of about 9,100 tons deadweight each

Two steamers of about 6,100 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.

For Charter rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, Bunko, Kobe.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

As "MONTROSE" ... 22nd Nov.
Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & ROTTERDAM ... "BLOEMFONTEIN" ... 26th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to RINA & CO. CANTON.

THE BANK LINE, LTD.
General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SHANGHAI	"SUNNING"	On 16th Nov. Noon.
WHANGWEI, CHONGKING & TIENTSIN	"KUEICHOW"	On 20th Nov. 4 P.M.
SHANGHAI & TIENTSIN	"TEAN"	On 20th Nov. 4 P.M.
HOLO	"YUNNAN"	On 22nd Nov. 4 P.M.
SWATOW and BANGKOK	"LUOHOW"	On 23rd Nov. 10 A.M.
AMOY, SHANGHAI & PUKOW	"SHANTUNG"	On 23rd Nov. 4 P.M.
HOHLOW, PAKHOI & HAIPHONG	"KAIFONG"	On 24th Nov. 11 A.M.
SHANGHAI	"SINKIANG"	On 25th Nov. Noon.

SHANGHAI LINE—PASSENGERS, MALES AND CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all European and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Whampoa.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

Telephone 26.

BUTTERFIELD & SWIRE.
Agents.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW AND RETURN

(Occupying 9 to 10 Days)

"HAILOONG"	Capt. J. S. Thomson	FRIDAY, 19th Nov. at 12 Noon.
"HAIKING"	Capt. A. H. Stewart	TUESDAY, 23rd Nov. at 12 Noon.
"HAIHONG"	Capt. W. C. Passmore	FRIDAY, 26th Nov. at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG

LOS ANGELES CALIFORNIA, U.S.A.

DUE TO ARRIVE DUE TO SAIL

U.S. WEST HIKKA ... Dec. 8th ... Dec. 11th

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment charges. Shipside connections with the Baltimore, Santa Fe and Southern Pacific Railroads.

Head Office: Los Angeles, Calif. Hongkong Office: Prince of Wales, Charter Bldg. Tel. No. 1081.
Branch Office: Kato, Shanghai. CHAS. E. RICHARDSON.
Mandarin, Shanghai. General Agent for South China.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN &

AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"NELLORE"	6,853	26th Nov.	Marcellus, London & Antwerp
"ROMALI"	6,712	10th Dec.	do
"DUNERA"	5,400	18th Dec.	Singapore Colombo & Bombay.
"DEVANEA"	8,100	4th Dec.	Marcellus, London & Antwerp
"SICILIA"	8,702	21st Dec.	do
"FLASSY"	7,248	21st Jan. 1925	do

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" ... 7,000 ... 20th Nov. Noon ... Calcutta via Spore, Pang & B.

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA"	7,000	1st Dec.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	22nd Dec.	do

SAILINGS TO SHANGHAI & JAPAN

"DUNERA"	5,400	20th Nov.	Shanghai Only
"ST. ALBANS"	4,500	4th Dec.	Japan direct.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Telegrams Interchangeable. 1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in line of the south of India P. & O. Takada Singapore to Calcutta. All Claims are settled with Electric Fans free of charge. Passengers and sailing dates are published in the Company's Office up to Noon, on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Gordon & Douglas, at 10 A.M. on MONDAY and TUESDAY. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Freight Rates, Freight, Handbooks, etc., apply to MAORINNON, MAORINNON & CO., Agents.

12, Des Voeux Road, Central, HONGKONG.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct

service via Singapore and Port Said.

"HAWANA MARU" ... Sunday, 5th Dec.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS

DURBAN & CAPE TOWN via SINGAPORE.

"TACOMA MARU" ... Tuesday, 9th Dec.

"TAKOMA MARU" ... Taking Passengers

"SIAM MARU" ... Sunday, 21st Nov.

SAIGON, HANGKOK & SINGAPORE—Regular monthly service.

"UNAN MARU" ... Wednesday, 1st Dec.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

via Manila and Shanghai—Regular fortnightly service touching at intermediate

ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with

Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Wednesday, 25th Nov.

"ALABAMA MARU" ... Saturday, 11th Dec.

"TAKOMA MARU" ... Taking Passengers

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and

Cuba Ports.

"AMU MARU" ... 27th Jan. 1925.

NEW ORLEANS LINE

"SUMATRA MARU" ... Beginning of Dec.

JAPAN PORTS—Swatow & Amoy—These steamers have excellent accommoda-

tion for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K.

wharf near the Harbour Office.

"AMAKURA MARU" ... Sunday, 31st Nov.

TAKAO, SWATOW & AMOY.

"SOBU MARU" ... Saturday, 10th Nov.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Dep. Hongkong for Australia
"CHANGSHA"	7th Dec.	13th Dec.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For Freight and Passage apply to— BUTTERFIELD & SWIRE, Agents.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	22,000	Nov. 23rd.
PERSIA MARU	8,000	Dec. 2nd.
KOREA MARU	20,000	Dec. 17th.
SIBERIA MARU	20,000	Dec. 31st.
TENYO MARU	22,000	Jan. 15th.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIN

OROS, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE.

THROUGH AT TRANS-ANDREA ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
TOKYO MARU (Cargo only)	17,500	Dec. 8th.
KIYO MARU	17,500	Jan. 10th, 1925.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. H. GRIFFITH, LTD.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"AMAZONE" 10,000	On or about 29th Nov.
	"ANDRE LEBON" 22,000	On or about 13th Dec.

MADEIRAS via SAIGON, SINGAPORE, COLOMBO, DIBOUTI, SUZ, PORT SAUD ... "CORDILLERE" ... On or about 27th Nov.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

E. RODENFUSER.

Acting Agent,

Queen's Building.

Telephone 740.

ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER

(Calling at Shanghai and Kobe)

"CITY OF SPOKANE" ... About Nov. 25th.

For PORTLAND direct.

(Calling at Kobe and Yokohama)

"COAXET" ... About Nov. 30th.

Through Bills of Lading issued to Overland Connective points.

For Freight and Passengers apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478. Fifth Floor, Hong-Ming Building.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA."

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

U.S. SHIPPING BOARD VESSEL.

For SAN FRANCISCO.

SHANGHAI-HONGKONG-CALCUTTA SERVICE

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havre, Genoa, and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Mandarins

Cable Address "SOLANO"

Telephone 141.

